

# The Hong Kong Daily Press.

No. 6180

號十八百零六年六月二十一日

HONGKONG, TUESDAY, SEPTEMBER 18TH, 1877.

號八月九日英

港香

PRICE \$2 PER MONTH.

## SHIPPING.

### NOTICES OF FIRMS.

ARRIVALS  
September 17, CHINKEANG, British str., 798.  
S. W. Orr, Bangkok 10th September.  
Rice, GIBB, LIVINGSTON & Co.

### CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
SEPTEMBER 17TH.  
Lee-yuen, Chinese steamer, for Shanghai.  
Tonic, British bark, for Newchwang.  
Kate Watson, British bark, for Newchwang.  
Bathopon, German bark, for Newchwang.  
Thomas Fletcher, American bark, for New-  
chwang.  
Jylland, Danish brig, for Tientsin.

### DEPARTURES.

September 17, KERSHAW, American cor-  
vette, for Singapore. 22.  
September 17, NOBIA, British steamer, for  
Swatow.  
September 17, LEE-YUEN, Chinese str., for  
Shanghai.  
September 17, MOOSHEN, British gunboat,  
for a cruise.

### PASSENGERS.

ARRIVED.  
Per Chekiang, str., from Bangkok—  
5 Chinese.  
DEPARTED.  
Per Loo-yuen, str., for Shanghai—  
30 Chinese.  
TO DEPART.  
Per Thomas Fletcher, for Newchwang—  
1 Chinese.

### REPORTS.

The British steamer *Chinglong* reports left  
Bangkok on 10th September at 8 a.m., and ar-  
rived in Hongkong on the 17th at 5 a.m. Had  
light variable winds and fine weather through-  
out. Passed the steamship *Copenhagen* on the  
10th, bound to Bangkok. The two steam-  
ships *Rejencionishvar*, *Pendo*, *Rajah Brooks*,  
and *Tintore Abes*.

### YOKOZAMA SHIPPING.

August 25, *Arrivals.*  
25. Undine, British bark, from Sydney.  
25. *Christie*, German bark, from Newcastle.  
25. Carl Indiv, German str., from Foochow.  
25. Oceanic, British str., from Hongkong.  
25. C. of Tokio, Amer. str., from S. Francisco.  
25. The French steamer, from Hongkong.  
30. Tokio Maru, Jap. str., from Shanghai.  
31. Taku, German str., from Hankow.  
32. *Alfred*, British steamer, for Amoy.

### DEPARTURES.

25. Carl Indiv, German str., from Foochow.  
25. *Christie*, German bark, from Newcastle.  
25. Oceanic, British str., from Hongkong.  
25. C. of Tokio, Amer. str., from S. Francisco.  
25. The French steamer, from Hongkong.  
30. Tokio Maru, Jap. str., from Shanghai.  
31. Taku, German str., from Hankow.  
32. *Alfred*, British steamer, for Amoy.

### SINGAPORE SHIPPING.

September 17, *Arrivals.*  
1. *Caribrook*, British steamer, from Amoy.  
1. Celestial, British steamer, from Bangkok.  
1. *Claude*, Dutch steamer, from Achsen.  
2. *Thres Brothers*, Brit. bark, from Quebec.  
2. *Pontiac*, British steamer, from Quebec.  
2. *Redwood*, British steamer, from Swan-  
sea.  
2. *Redwood*, British steamer, from Swan-  
sea.  
2. *Glacier*, British str., from Amoy.  
2. *Ranpuk*, British steamer, from London.  
2. *Severn*, Dutch bark, from Danzig.  
3. *Kioshikawa*, Danish steamer, from Saigon.  
3. *Bonnie*, British steamer, from Foozey.  
3. *Pinto*, Colonial steamer, from Penang.  
3. *C. Babuay*, British str., from Hongkong.  
3. *W. W. Anton*, Ger. bark, from Cardiff.  
3. *Gloucester*, British steamer, from Cardiff.  
4. *Dard*, British steamer, from Calcutta.  
4. *Bangkok*, British str., from Bangkok.  
4. *Bangs*, British steamer, from Samvar.  
5. *S. Jeanine*, British bark, from Sunderland.  
5. *Mitzi*, British steamer, from Amoy.  
5. *Persepolis*, British str., from Hongkong.  
5. *Eu*, Siamese bark, from Bangkok.  
5. *W. W. Anton*, Ger. bark, from the *Penang*.  
5. *Gloucester*, British str., from Saigon.  
6. *Takeo*, Siamese bark, from Bangkok.  
7. *Chill*, British bark, from Shields.

September 17, *Departures.*

3. *Alfred*, Amer. bark, for New York.  
3. *Glenis Castle*, Brit. str., for New York.  
3. *Ban*, *Y. Seng*, British str., for Bangkok.  
3. *Nation*, British steamer, for Hongkong.  
3. *Opal*, Dutch steamer, for Sumatra.  
3. *Colonial*, British steamer, for Saigon.  
4. *Glacier*, British steamer, for Bangkok.  
4. *Pinto*, British steamer, for Bangkok.  
4. *Swiftsure*, British ship, for London.  
4. *Languid Wave*, Brit. str., for Mauritius.  
4. *Royal Brooks*, Sarawak bark, for Bangkok.  
5. *Kioshikawa*, Danish steamer, for Bangkok.  
5. *W. W. Anton*, Ger. bark, for Bangkok.  
5. *Red*, *Chi*, Siamese bark, for Bangkok.  
5. *Delta*, *Siamese*, Siamese str., for Bangkok.  
5. *Bangs*, British steamer, for Cheltenham.  
5. *Gloucester*, British str., from the *Penang*.  
5. *Takeo*, Siamese bark, from Bangkok.  
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advantageous to one set of people must be disadvantageous to another.

The distinguishing quality of all sound business is that it is disadvantageous to all concerned, and therefore is this better exemplified than in the case of Railways.

The Chinese Government have a return for the 230,000,000 which they have borrowed, and their debt is so great that they can hardly ever hope to pay it off.

The total value of the Export and Import trade of the country has increased seven-fold since the introduction of Railways 30 years ago, and now it is difficult to conceive of any great hostility to them, if not to understand that the country existed before their introduction.

In the case of Railways, Railways play an important part.

But for quickness, cheapness, and regularity of communication, Great Britain would be in a chronic state of alarm, and would soon be dependent on us if she had no resources, the people in many districts would die of famine — yet there is always enough food for everyone, and the idea that there could be a scarcity in one part of the country while there was abundance within 500 miles would be looked upon as absurd.

In no part of the British Empire are the benefits of Railways in the case of famine more clearly seen than in our possessions, which are about equal in area to China.

During a local famine in 1874, about 500,000 tons of food were conveyed hundreds of miles to the famine-stricken districts by Railways; no less than 2,200 tons per day being despatched for many months from one station, and all this done without materially affecting the regular course of grain by canals and rivers.

It is difficult to conceive of any blessings in other countries, it is only fair to assume that they would be beneficial in China. It is true that certain parts of this Empire are well supplied with canals, but seeing that there are in truth no roads, the means of internal communication are infinitely inferior to those that exist in Europe.

The little fair from Shanghai to Woosung has been closed by the Chinese, who are afraid that the little vessel would be captured by the British.

Little has been suffered for several days from very high winds and heavy rains from the N.W. Black Pepper — 50 bags at \$7.60, by Kwong-hung-tai to travelling trader.

Gum Olahann — 30 bags at \$3.60, by Kwong-hung-tai to travelling trader.

HONGKONG TEMPERATURE.

CHAS. MELLIS & CO'S REGISTER.

September 17th.

Banometer — 34.0 — 30.370

Banometer — 1 P.M. — 30.344

Banometer — 1 P.M. — 30.350

Thermometer — 9 A.M. — 57

Thermometer — 1 P.M. — 57

Thermometer — 9 A.M. — 56

Thermometer — 1 P.M. — 51

Thermometer — 9 A.M. — 51

Thermometer — Maximum — 58

Thermometer — Minimum (four night) — 51

HONGKONG COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

September 17th.

HONGKONG AMOY SEANG-KAM NAGASAKI

